

# Transactions

SEPTEMBER 2001

TRANSPORTATION NEWS  
FOR THE NINE-COUNTY  
SAN FRANCISCO BAY AREA



## Regional Transportation Plan Outreach, Round 2

The 2001 Regional Transportation Plan is scheduled for adoption in November 2001. MTC is hosting a series of workshops/public hearings around the region in September to solicit comments on the draft plan and a companion document, the Regional Transit Expansion Policy: Initial Assessment (see story on back page). Upcoming meetings are as follows:

THURSDAY, SEPTEMBER 13, 2001  
**6 pm**  
SamTrans Auditorium  
1250 San Carlos Avenue  
San Carlos

WEDNESDAY, SEPTEMBER 19, 2001  
**6 pm**  
John F. Kennedy Library  
Joseph Room  
505 Santa Clara Street  
Vallejo

THURSDAY, SEPTEMBER 20, 2001  
**6 pm**  
San Francisco Transportation Authority  
100 Van Ness Avenue, 25th Floor  
San Francisco

MONDAY, SEPTEMBER 24, 2001  
**6 pm**  
Pleasanton Senior Center  
5353 Sunol Boulevard  
Pleasanton

TUESDAY, SEPTEMBER 25, 2001  
**6 pm**  
Martin Luther King Jr. Library  
McDaniel Room  
180 West San Carlos Street  
San Jose

WEDNESDAY, SEPTEMBER 26, 2001  
**9:30 am (public hearing only)**  
MetroCenter, Dahms Auditorium  
Webcast on <[www.mtc.ca.gov](http://www.mtc.ca.gov)>

The full plan, a condensed overview and the *Regional Transit Expansion Policy: Initial Assessment* can be viewed on MTC's Web site: <[www.mtc.ca.gov](http://www.mtc.ca.gov)>.

To comment on the documents, or to request hard copies, contact MTC Public Information. Written comments will be accepted until 5 pm on Friday, September 28, 2001.

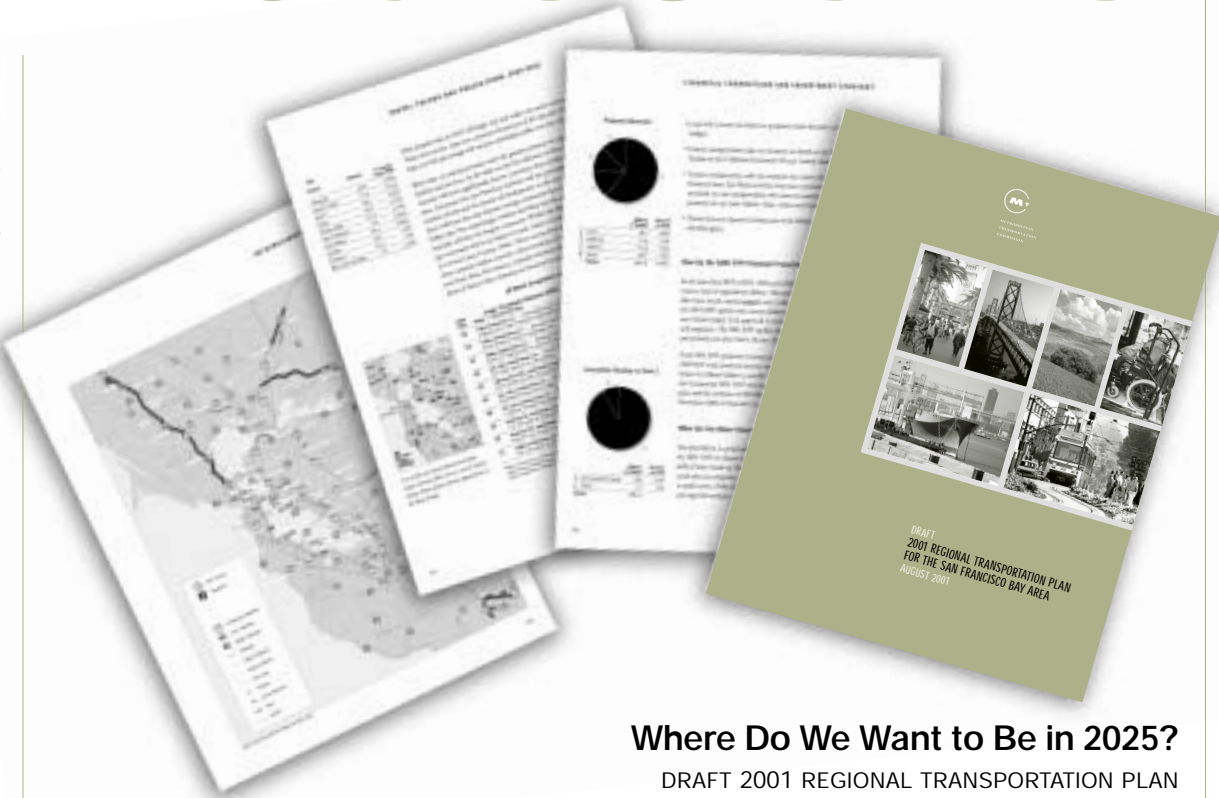
E-mail: [info@mtc.ca.gov](mailto:info@mtc.ca.gov)

Fax: 510.464.7848

Tel.: 510.464.7787

TDD/TTY: 510.464.7769

Letters: MTC Public Information  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607



## Where Do We Want to Be in 2025?

DRAFT 2001 REGIONAL TRANSPORTATION PLAN  
FOR THE BAY AREA AVAILABLE NOW

You don't have to be a policy wonk to get into the Draft 2001 Regional Transportation Plan, released by MTC in early August. Featuring an attractive green cover, striking full-page photos and color-coded tabs, the report is designed to be inviting and user friendly. It's also chock full of information about Bay Area travel and growth trends (see reverse), and provides a comprehensive listing of how MTC and partner agencies propose to spend the \$82 billion in local, regional, state and federal transportation money expected to flow to the nine-county region over the next 25 years. ■ The draft plan directly responds to many of the concerns raised during an extensive public outreach campaign that included 29 workshops, a number of them targeted at low-income communities. Many participants said they would ride public transit more often if some of the obstacles were removed and if buses, trains and ferries ran more frequently. Accordingly, the plan devotes a full 80 percent of available funding to the Bay Area's public transit network. ■ Many members of the public also called for squeezing more efficiency out of our existing transportation network. They'll be happy to know that system operation and management is a common thread that runs through the draft. For instance, the plan generously funds the congestion-busting Freeway Service Patrol free tow-truck service as well as a technical assistance program that helps cities and counties synchronize and modernize traffic signals. ■ Again and again, MTC heard that policymakers need to connect land use with transportation investments. In response, the draft triples funding for the Transportation for Livable Communities Program and the newly established Housing Incentive Program, two interrelated grant programs designed to create walkable, transit-oriented communities while fostering higher-density housing near bus and rail hubs. ■ These are just some highlights of the Draft 2001 Regional Transportation Plan. For more details, see the separately published overview, or the full report. And let us know what you think. (To comment, or to order the overview or the full document, see the column to the left.)

## Regional Transportation Plan Funding: Good News From Sacramento

As MTC was putting the finishing touches on the *Draft 2001 Regional Transportation Plan*, the state Legislature acted to put a major transportation financing measure on the state ballot in March 2002. Under Assembly Constitutional Amendment 4 — sponsored by Fremont Assemblyman John Dutra — voters will be asked to make permanent a temporary funding mechanism that fully dedicates the existing state sales tax on gasoline to transportation purposes.

For the Bay Area, the extension would generate an impressive \$6.3 billion in new transportation revenues over the next 25 years.



Tim Gralik with Stockart

The new money would go a long way toward realizing what is known as the "Blueprint" tier of the draft plan, named for last year's "Bay Area Transportation Blueprint for the 21st Century." The Blueprint looks beyond the \$82 billion spending limit for the core plan, proposing a number of ambitious projects that could benefit from new funds.

The infusion of gas sales tax money would be enough to restore every street and transit system to mint condition and begin to deploy a "Lifeline Transit Network" that caters to the needs of low-income residents — with money left in the bank to beef up the region's fleet of express buses and extend the rail network in several directions.

## Calendar

WEDNESDAY

SEPTEMBER 12, 2001

**9:30 am**

MetroCenter, Dahms Auditorium  
Administration Committee\*

**10 am**

MetroCenter, Dahms Auditorium  
Bay Area Toll Authority Oversight Committee\*

**10:30 am**

MetroCenter, Dahms Auditorium  
Programming and Allocations Committee\*

**12 noon**

MetroCenter, 3rd Floor Conference Room  
MTC Advisory Council

**7:30 pm**

Valley Transportation Authority  
3331 N. First Street, San Jose  
Regional Bicycle Master Plan Workshop

FRIDAY

SEPTEMBER 14, 2001

**9:30 am**

MetroCenter, Dahms Auditorium  
Planning and Operations Committee\*

**10 am**

MetroCenter, Dahms Auditorium  
Legislation Committee\*

TUESDAY

SEPTEMBER 18, 2001

**3:30 pm**

MetroCenter, 3rd Floor Conference Room  
Minority Citizens Advisory Committee

THURSDAY

SEPTEMBER 20, 2001

**10 am**

MetroCenter, Dahms Auditorium  
Elderly and Disabled Advisory Committee

MONDAY

SEPTEMBER 24, 2001

**1:30 pm**

MetroCenter, Dahms Auditorium  
Partnership Transit Coordination Committee

WEDNESDAY

SEPTEMBER 26, 2001

**10 am**

MetroCenter, Dahms Auditorium  
Bay Area Toll Authority\*

**10:05 am**

MetroCenter, Dahms Auditorium  
Metropolitan Transportation Commission\*

THURSDAY

SEPTEMBER 27, 2001

**9:30 am**

MetroCenter, 3rd Floor Conference Room  
Partnership Planning and Operations Committee

**11:30 am**

MetroCenter, 3rd Floor Conference Room  
Joint Meeting of the Partnership Finance Committee and the Partnership Planning and Operations Committee

\*Webcast on <[www.mtc.ca.gov](http://www.mtc.ca.gov)>

## Conferences

TUESDAY

OCTOBER 9, 2001

**10 am–noon**

MetroCenter, Dahms Auditorium  
Pedestrian Safety Summit

Admission is free.

Sponsored by MTC; for details, visit MTC's Web site: <[www.mtc.ca.gov](http://www.mtc.ca.gov)>

MONDAY

OCTOBER 29, 2001

**8 am–5 pm**

Oakland Convention Center East Hall  
1001 Broadway, Oakland  
San Francisco Bay Decisionmakers  
Conference on Bay Infrastructure:  
Decisions Today for a Livable Tomorrow

Panel topics: ferries, airports, water supply and a regional vision

Sponsored by the Bay Planning Coalition  
Tel.: 415.397.2293

E-mail: <[staff@bayplanningcoalition.org](mailto:staff@bayplanningcoalition.org)>

Fee: \$300 for the public, \$200 for members (includes lunch)

For details or to register, visit:  
<[www.bayplanningcoalition.org](http://www.bayplanningcoalition.org)>.

Bus Service Bridges East Bay-West Bay Gap

MTC’s welfare-to-work efforts are paying off with expanded service on Golden Gate Transit’s Route 40, which traverses the Richmond-San Rafael Bridge. The beefed-up service is designed to connect the underutilized work force in North Richmond/West Contra Costa County with employment opportunities in Marin County.

The September expansion was financed with a \$536,000 grant from MTC’s Low-Income Flexible Transportation Program. Matching funds were provided by participating transit agencies (AC Transit, BART and Golden Gate Transit), Marin and Contra Costa counties, and the city of Richmond.

Route 40 was launched in 1991 as a partnership effort between MTC and local transit agencies. The route has linked the San Rafael Transit Center in Marin County with the El Cerrito del Norte BART station in the East Bay.



Route 40 traverses the Richmond-San Rafael Bridge.

The infusion of new funding — enough to support the expanded service for three years — is helping to increase frequencies from 28 to 33 round trips weekdays, and from nine to 17 round trips on weekend days. Instead of halting at 8 p.m., the service will now run until approximately midnight seven days a week. In addition, there will be more stops on both sides of the Bay, and the route will now link to the Richmond BART/Amtrak station as well as BART’s El Cerrito del Norte station. Golden Gate Transit also will offer a number of limited-stop, express trips.

For more information on Route 40, visit <www.transitinfo.org>, or call 817.1717 and follow the menu to Golden Gate Transit. For a brochure on the new service, e-mail <events@goldengate.org>.

Regional Rail/Bus Expansion Plan in the Works

With the BART extension to San Francisco International Airport due to open next year, two East Bay BART extensions already in revenue service and the second half of Santa Clara County’s Tasman light-rail line under construction, Bay Area transportation officials and lawmakers are asking, “What’s next?”



Among the candidates are phased improvements for the Caltrain line.

In an effort to answer that question, MTC in April 2001 adopted a Regional Transit Expansion Policy. The new initiative follows in the footsteps of Resolution 1876, the Regional Rail Agreement developed by MTC in 1988. That earlier pact allowed the Bay Area to speak with one voice in Washington and obtain \$930 million in fiercely competitive federal “New Starts”

funds for the BART extension to SFO and the Tasman West light-rail extension. The 1988 funding package also paved the way for the BART extensions to Dublin/Pleasanton and Pittsburg/Bay Point in the East Bay, both of which were completed in the late 1990s.

While Resolution 1876 focused exclusively on rail, its successor broadens the scope of the regional consensus-building exercise to also include express/rapid bus transit. “We’re envisioning a fleet of state-of-the-art coaches that could close gaps in the region’s transit network, take some of the load off freeways and local arterials, and capitalize on the region’s web of carpool lanes,” said Therese W. McMillan, MTC’s deputy director for policy.

The first wave of roughly 100 buses is already funded, and will travel along 18 new or expanded routes identified by MTC in July 2001.

MTC solicited candidate projects for the new transit expansion program from around the region this past spring and summer. The *Regional Transit Expansion Policy: Initial Assessment* — published in conjunction with the release of the *Draft*



AC Transit already operates a fleet of express buses.

2001 Regional Transportation Plan — evaluates proposed projects against several criteria adopted by the Commission this past spring.

At \$3.9 billion, the BART extension from Fremont to San Jose is the priciest item on the list of candidate projects. Other big-ticket proposals include a new Transbay Terminal in San Francisco (\$1 billion), S.F. Muni’s Central Subway (\$592 million), Caltrain electrification (\$452 million) and the tBART/eBART program to extend BART’s reach with diesel trains (\$565 million).

MTC is inviting project sponsors and the public to comment on the Regional Transit Expansion Policy: Initial Assessment during the outreach for the Draft 2001 Regional Transportation Plan (see the list of meetings on the front page). The Initial Assessment can be requested from MTC Public Information (see order information at the bottom of the far left column on the front page) or viewed online at: <www.mtc.ca.gov/projects/rtp/rtep/htm>.

High School Interns Get Taste of Transportation

Kristen Yim, age 16, and Nora Chin, age 17, expanded their wardrobes this summer to include orange vests and hard hats — required gear for their internships with San Francisco’s Department of Parking and Traffic. The teenagers were among three dozen Bay Area students participating in MTC’s high school internship program this summer.

Conceived by MTC’s Minority Citizens Advisory Committee (MCAC), the two-year-old program targets promising, college-bound high school students who have an interest in planning or engineering.



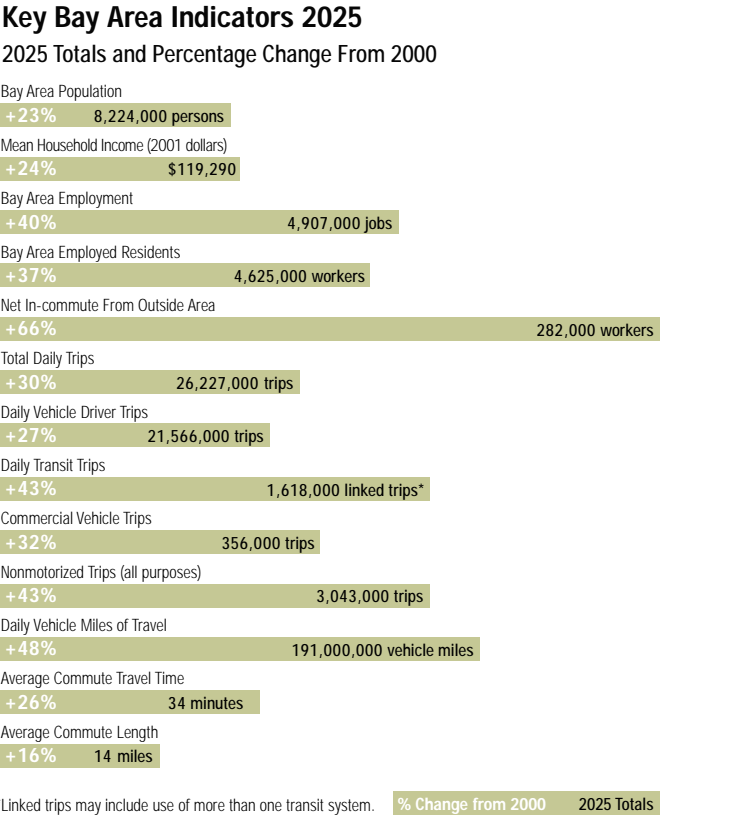
Nora Chin (left) and Kristen Yim

Students selected for the eight-week internship are exposed to a variety of experiences with city and county public works agencies, public transit operators, or county planning agencies. Some students spend a majority of their time indoors, doing everything from routine office work to operating computer-aided design programs. Others work outdoors on such tasks as monitoring whether bus drivers remember to call out stops, or in the case of Kristen Yim and Nora Chin, helping to determine where to place new traffic signals and signs, and inspecting street construction work.

“The program’s purpose is to help students develop an interest in transportation early on, so that eventually they will consider it a possible career option,” said Dr. Roop Jindal, chairperson of MCAC, adding that this year two-thirds of the students were minorities. “MCAC members want to see this program expanded so that we will have a good representation of minorities in the management sector of transportation,” he said.

Facts & Figures Regional Growth Trends

In preparing the *Draft 2001 Regional Transportation Plan* (see story on front page), MTC employed the latest in computer-based modeling to predict travel patterns in the year 2025. As illustrated by the adjacent chart, if current trends continue, the growth in Bay Area jobs will outpace the growth in population. This mismatch will spur a huge increase in the number of workers commuting to the Bay Area from surrounding counties. Automobiles will continue to be the dominant mode, accounting for about 82 percent of all the trips taken in the Bay Area in 2025. But the number of trips taken on transit, on bikes or by pedestrians actually will rise more sharply than the number of automobile trips.



Commissioners

- Sharon J. Brown, Chair  
Cities of Contra Costa County
- Steve Kinsey, Vice Chair  
Marin County and Cities
- Tom Ammiano  
City and County of San Francisco
- Ralph J. Appezato  
Cities of Alameda County
- Keith Axtell  
U.S. Department of Housing and Urban Development
- James T. Beall Jr.  
Santa Clara County
- Mark DeSaulnier  
Contra Costa County
- Bill Dodd  
Napa County and Cities
- Dorene M. Giacopini  
U.S. Department of Transportation
- Scott Haggerty  
Alameda County
- Barbara Kaufman  
San Francisco Bay Conservation and Development Commission
- Sue Lempert  
Cities of San Mateo County
- John McLemore  
Cities of Santa Clara County
- Michael D. Nevin  
San Mateo County
- Jon Rubin  
San Francisco Mayor’s Appointee
- James P. Spering  
Solano County and Cities
- Pamela Torliatt  
Association of Bay Area Governments
- Sharon Wright  
Sonoma County and Cities
- Vacant  
State Business, Transportation and Housing Agency

Transactions SEPTEMBER 2001

Metropolitan Transportation Commission  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, California 94607

510.464.7700 TEL.  
510.464.7769 TDD/TTY  
510.464.7848 FAX  
info@mtc.ca.gov E-MAIL  
www.mtc.ca.gov WEB

- Steve Heminger  
Executive Director
- Ann Flemer  
Deputy Director, Operations
- Therese W. McMillan  
Deputy Director, Policy
- Randy Rentschler  
Manager, Legislation & Public Affairs
- Brenda Kahn  
Editor
- Catalina Alvarado, Joe Curley, Réka Goode,  
John Goodwin, David Weinreich (intern)  
Staff Writers
- Finger & Smith Design Associates  
Art Direction
- Peter Beeler  
Production
- Paris Printing, Novato  
Printing
- ©2001 MTC. All rights reserved.

PRESORT  
FIRST CLASS  
U.S. Postage  
PAID  
Oakland, CA  
Permit No. 854